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RESOLUTIONS

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STATEMENTS

REGARDING THE REIMPOSITION

OF THE

CANAL TOLLS.

MONTREAL, 2nd, June, 1863.

Sir,

Forwarders and others interested in the Carrying trade, believing that the reimposition of the Canal Tolls is most injurious to the trade of the St. Lawrence, considered it advisable to call a Public Meeting, for the purpose of consulting on this matter, and adopting means to bring their influence to bear upon Candidates at the approaching Election. A Meeting was accordingly held on the 19th May last, which was numerously attended and at which the annexed resolutions were unanimously carried.

The Finance Minister stated in reply to questions put to him in the House, that it was intended to reimpose the Tolls, but with a reduction of 20 per cent on the Tariff of 1859. Instead of this, however, it will be seen from the annexed Statements, that the rates have been greatly increased, taking effect from the 15th April last.

The policy of the Finance Minister appears to be a discriminating one in favor of Oswego and Ogdensburgh, at the expense of the St. Lawrence route. In 1860-61-62, Grain intended for American ports passing through the

Welland Canal, paid full tolls, while that for Canadian Markets paid only 10 per cent of the Tariff rate, and free through all the other Canals. But under the New Tariff, (1863) produce pays on each Canal, thereby making a difference against the St. Lawrence route of 75 per cent.

None of the advocates of this movement desire that the Canals should be a loss to the Province; on the contrary, they are willing to contribute their share to making them self-sustaining, which was eminently the case in 1862, when even at a low rate of tolls on the Wellend Canal there was a surplus of Revenue of \$46,000, after paying all expenses and improvements. This should be regarded as a very satisfactory return, and it is thought unwise to disturb a policy which has worked so well.

I am therefore instructed—in accordance with the 8th Resolution annexed—to solicit your action and co-operation in whatever way you may consider best to further the object the Meeting had in view. I may state that a deputation waited on three of the Candidates now before the Electors of this City, and obtained their promise that if Elected they will do all in their power to modify or abolish the Canal tolls.

Your obd. servant,

E. McLENNAN.

Secretary.

G. E. JAQUES, *President.* E. McLENNAN, *Secretary.*

COMMITTEE,

J. F. D. BLACK

P. DONOVAN,

J. A. GLASSFORD.

JAS. ALLAN.

GEO. SMITH.

A. CANTIN.

A. W. OGILVIE.

WM. McNAUGHTON.

JOHN McLENNAN.

JAMES McDougall.

ALX. COWAN

J. B. AUGER.

ROBERT EVANS.

RESOLUTIONS.

Moved by Mr. Cowan, seconded by Mr. Wm. McNaughton,—“That the inland shipping interest and the branches of industry connected directly therewith, representing as they do a capital of many millions of dollars, scattered as they are throughout Canada East and West, are therefore of sufficient importance to command the attention of our legislators.”—Carried.

Moved by Mr. J. F. D. Black, seconded by Mr. T. W. Griffith,—“That, situated as we are in Canada in relation to the great food producing States of the North-West, which have on the one hand the Mississippi as an outlet to the ocean and on the other the Oswego and Erie Canals; and bearing in mind that though we have constructed expensive canals, and have the most direct route to the greatest grain market of the world, we yet in the St. Lawrence route control the transport of but a small portion of the produce of the West. It therefore becomes the duty of our legislators to use every endeavor to make the river St. Lawrence, by increasing the number of light houses in the Gulf, and reducing all kinds of charges on shipping, inward as well as oceanward, the great highway for western produce bound to European markets.”—Carried.

Moved by Mr. P. Donovan, seconded by Mr. A. B. Tracey, that the value to Canada of such a proportion of the carrying trade of the West, as might under proper management be secured to this country, would be of far greater pecuniary advantage than any sum which would reasonably be collected from her public works in the form of tolls.”—Carried.

Moved by Mr. J. A. Glassford, seconded by Mr. Robert Evans, that in view of the small proportion of the carrying trade of the West we now control, and of the desire recently evinced by people of the North Western States to seek by way of the St. Lawrence, increased facilities for the transport of their ever increasing products, we look upon the course of the present Government in imposing Canal tolls, much greater than have been collected for the last six years as impolitic in the extreme, and highly detrimental to the

best interests of Canada, and especially to the branches of industry with which we are severally connected."—Carried.

Moved by Mr. G. Smith, seconded by Mr. H. Robertson—"That the members of this meeting pledge themselves not to grant their suffrages to any candidate for parliamentary honors, who shall not give them a guarantee that he will so far as in him lies, cause to be removed from our present public works all restrictions upon Western trade, in the shape of tolls which now exist, with the exception of such as may be necessary to pay working expenses, and repairs of the same, and that such sum shall be levied in such a manner as to favor the St Lawrence route, at least to as great an extent as was the case during the year 1860, 1861, and 1862.

Moved by Mr. E. McLennan, seconded by Mr. Thos Dutton,—“That the members of this meeting do now form themselves into a league for the purpose of enforcing the views set forth in the foregoing resolutions, and that a President, Secretary, and a Committee of ten be named, with power to add to their number, whose duty it shall be to watch the proceedings of Parliament and to take such other steps as may be necessary in order to promote the objects of this association.”—Carried.

Moved by Mr. Dixon, seconded by Mr. Tate,—“That copies of the above resolutions and minutes of this meeting be sent to the leading cities and towns of Canada, with a request that parties concerned may, in view of the approaching elections take such action as may be necessary to secure as their representatives in Parliament those men who are favourable to the views herein set forth.

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COMPARISON of Rates of Toll levied on the undermentioned Articles, under the respective Tariffs of 1859 & 1863.

	TARIFF OF 1859.			TARIFF OF 1863.			
	Welland.	St. Lawrence.	Total.	Welland.	St. Lawrence.	Total.	
WHEAT.							
Per ton, 33 bush	20	22	42	20	15	35	Shewing a difference $\frac{15}{37}$ of a cent $\frac{1}{2}$ bush, charged more in 1863 than in 1859, Tariff.
Deduct St. Lawrence drawback for passing Welland Canal.....	.....	.....	22	.....	.....	.....	
Net Rate .....	.....	.....	20	.....	.....	35	
Equal $\frac{1}{2}$ bush....	.....	.....	.....	.....	.....	.....	
			$\frac{20c.}{33}$			$\frac{35c.}{33}$	
CORN.							
Per ton, 36 bush	15	14	29	20	15	35	Shewing a difference $\frac{5}{36}$ of a cent $\frac{1}{2}$ bush, charged more in 1863 than in 1859, tariff.
Deduct St. Lawrence drawback for passing Welland Canal.....	.....	.....	14	.....	.....	.....	
Net Rate .....	.....	.....	15	.....	.....	35	
Equal $\frac{1}{2}$ bush ...	.....	.....	.....	.....	.....	.....	
			$\frac{15c.}{36}$			$\frac{35c.}{36}$	
FLOUR.							
Per Ton, 9 barrels	20	22	42	25	20	45	Shewing a difference $\frac{5}{9}$ of a cent $\frac{1}{2}$ bar, charged more in 1863 than in 1859, tariff.
Deduct St Lawrence drawback for passing Welland Canal.....	.....	.....	22	.....	.....	.....	
Net Rate .....	.....	.....	20	.....	.....	45	
Equal $\frac{1}{2}$ bush....	.....	.....	.....	.....	.....	.....	
			$\frac{20c.}{9}$			$\frac{45c.}{9}$	

In illustration of the working of the respective Tariffs of 1859 and 1863, take three cargoes as examples, say :—

Equal per Classification	15,000 Bus. Corn,			15,000 Bush. Wheat,		3,600 Brls. Flour.	
	417 Tons,			455 Tons,		400 Tons,	
Tariff of 1863. Welland Canal. Tolls.	20c.	83.40		20c.	91.00	25c.	100.00,
do. St. Lawrence do.	15c.	62.55,	145.95,	15c.	68.25,	20c.	80.00,
do. 1859. Welland Canal do.	15c.	62.55.		20c.	91.00,	20c.	80.00,
Without drawback, St. Lawrence do.	14c.	58.36,	120.91,	22c.	100.10,	22c.	88.00,
Excess of charge in 1863 over 1859	-	-	\$25.04,				168.00
			<u>\$25.04,</u>				<u>\$12.00</u>

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Decrease in charge of 1863 over 1859, - - - - - \$31.85.
 But deducting the St. Lawrence tolls
 drawback in 1859 Tariff, from
 total tolls of that year,

	58.36,	100.10.	88.00
	<u>\$83.40,</u>	<u>\$68.25.</u>	<u>\$100.00</u>

The total excess on charge of 1863 over 1859, is

Comparison between rates of Toll as charged in 1862, and 1863 on same cargoes.			
1862. Toll through both Canal,	10.43,	11.33,	10.00
1863. do do	145.95,	159.25,	180.00
Excess of charge in 1863 over 1862,	<u>\$135.52,</u>	<u>\$147.92,</u>	<u>\$170.00</u>

Comparison of the differences in rates in Upward Tolls on the undermentioned staple articles between the respective Tariffs of 1859 and 1863:

SALT.

During Season of 1862, there were transported through St. Lawrence Canals, 23,864 tons, upward.

The Tolls upon which under 1859 Tariff	
would have been per ton,	14 cts. St. Lawrence,
	15 cts. Welland.
Full through Tolls, at	29 cts. = \$6920.56
By 1863 Tariff, Welland,	20 cts.
	St. Lawrence, 15 "
	35 cts. 9

Overcharge without drawback, - - -

Add amount drawback allowable on 1859 Tariff,
having paid on St. Lawrence, Salt passed
Welland Canal free, - - - 15 cts. = \$3579.60

Excess in 1863 over 1859 Tariff, - \$5,011.44

IRON.

Total quantities carried through Welland Canal
during Season 1863, 4,298 tons, also through
the St. Lawrence.

The Tolls upon which under 1859 Tariff would
have been, *without drawback* :—

St. Lawrence, - -	\$741.36
Welland, - -	713.40
	\$1,454.76

By 1863 Tariff :

St. Lawrence, - -	\$713.40
Welland, - -	927.90
	\$1,641.30

Excess of 1863 rates over those of 1859, - - - \$186.54

And add drawback allowable for Welland Canal

Tolls having been paid on St. Lawrence, - - - \$713.40

Total Excess of 1863 over 1859, - \$899.94

**COMPARATIVE Statement of Tolls on Ottawa and St.
Lawrence Canals, 1863.**

Class.	Enumeration of Articles.	Ottawa Canal, each way	St. Anne's Lock, each way.	Lachine Canal, each way.	Kingston to Montreal.	St. Lawrence, each way.	Ottawa Canal, over St. Lawrence.
		c.	c.	c.	c.	c.	c.
1	Vessels, Steam & Ton,.....	5	4	5	5	1	4
"	" Sail "	5	4	5	5	1	4
2	Passengers, 21 years & each,.....	10	4	2	12	10	2
"	" under " "	6	4	1	6	5	1
3	Pig Iron, Sutt, Slate, Coal, Glass, Fish, Ashes, Beef, &c.,.....	10	3	3	16	16	1
4	Iron, Nails, Pork, Butter, Beer, Glass- ware, &c., &c., &c.....	20	5	5	30	20	10
5	Molasses, Sugar, Manila, Waggon,es, Whiting, Vinegar, &c.,.....	25	5	6	36	25	11
6	Merchandise per ton,.....	50	5	7	62	30	32
"	Empty Barrels each,.....	2	1	2	3	2	1
"	Firewood per Cord,.....	28	3	5	36	20	16
"	Sawed Lumber per m feet,.....	20	3	5	26	15	11
7	Square Timber in Vessels per m cubic feet,	75	25	25	1.25	1.00	25
"	Woodenware, &c., per Ton of 40 cubic feet	40	10	10	60	40	20
"	Barrel Staves and Heading per thousand,.	20	5	5	30	20	10
"	Pipe Staves per thousand,.....	1.00	25	25	1.50	1.00	50
"	West India " "	60	10	15	85	60	25

St.

St. Lawrence.